

starting do not stop. And, I think, with

relocking system is used as a protect

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starting do not stop. And I think with

relocking system is used as a protect

c.r.e. wells

We often blush for the railroad sign painter and sometimes take a shy at him; but he replies that the business of the English language is “to git there,” and goes on unabashed.

—Editor, *The Railroad Gazette*, October 7, 1892.

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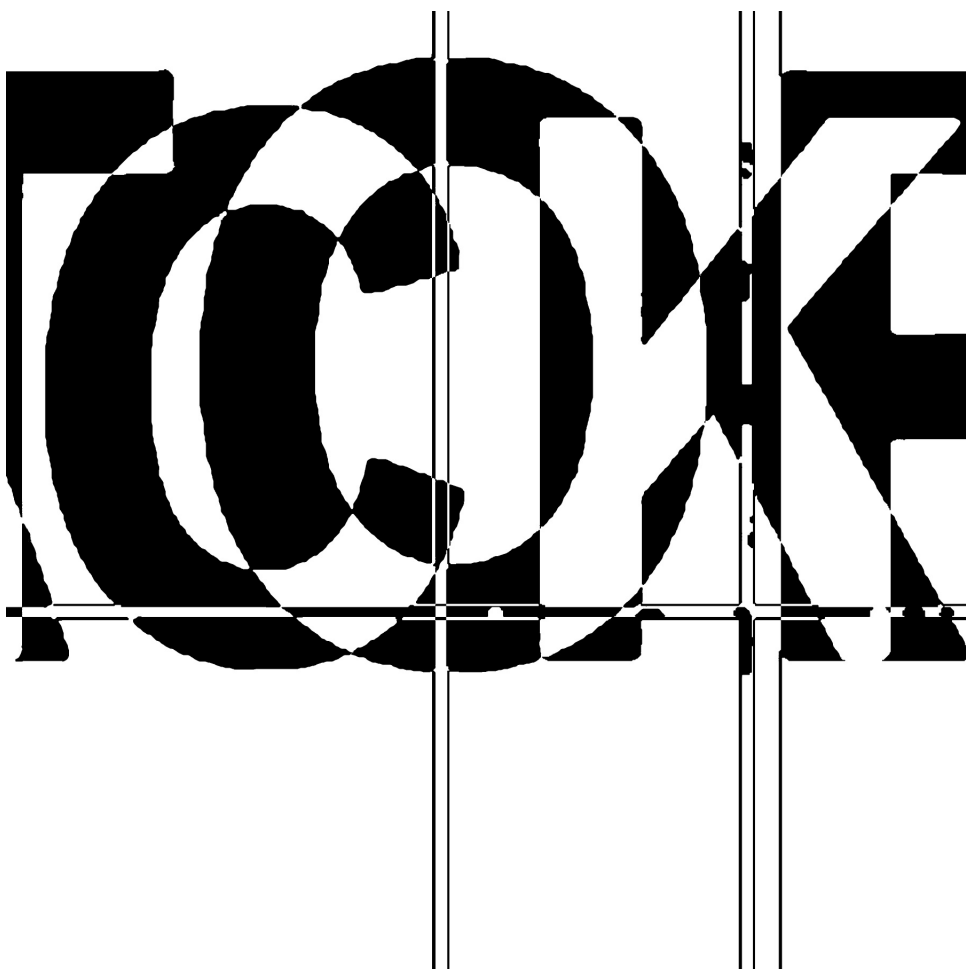
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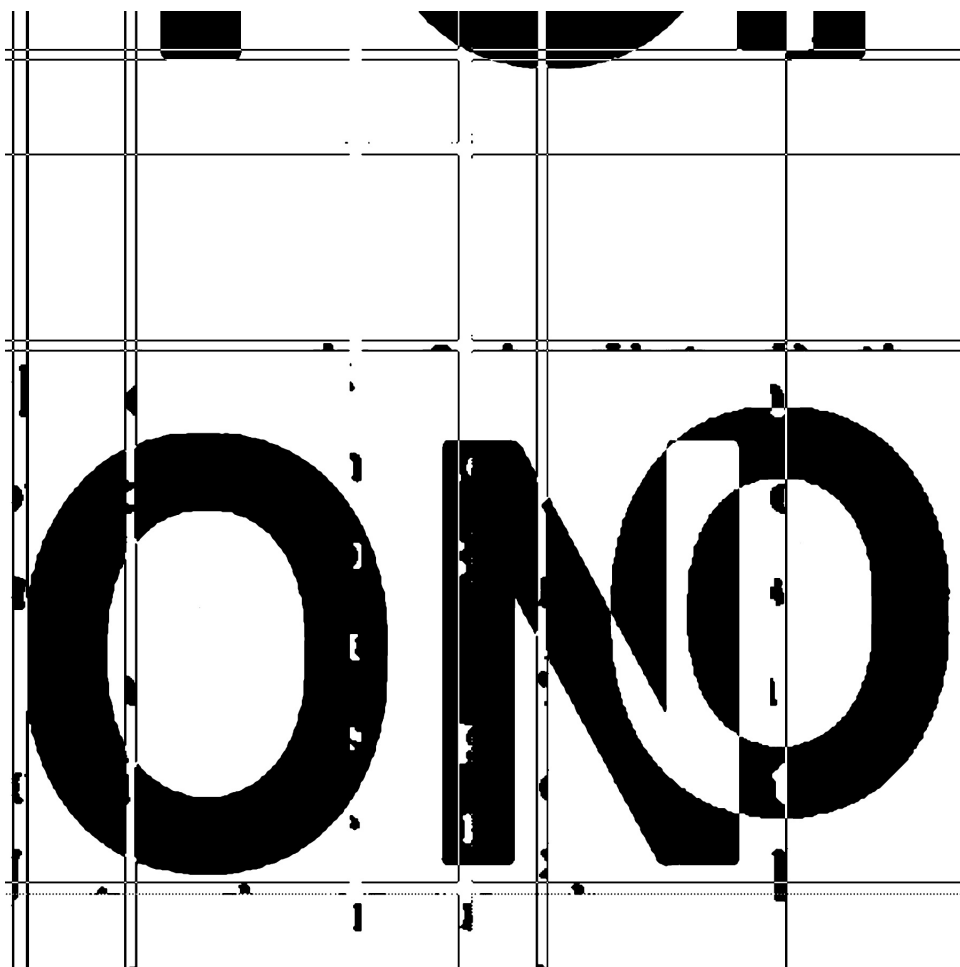
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"INTERFERING WITH THE SERVICE OF THE RAILROADS IS A FELONY UNDER FEDERAL LAWS, WHICH OFFENDERS MAY BE FINED OR IMPRISONED OR BOTH."





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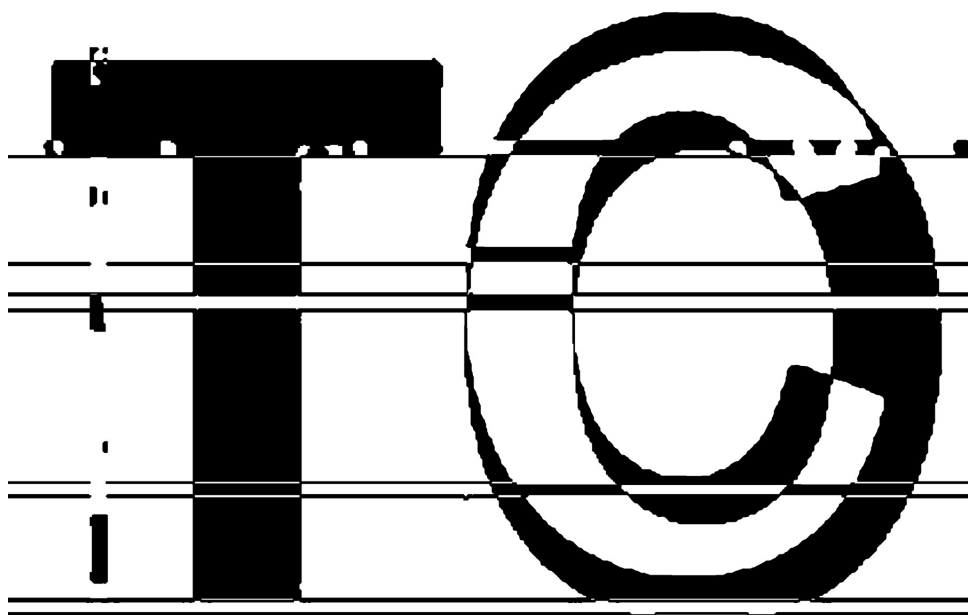
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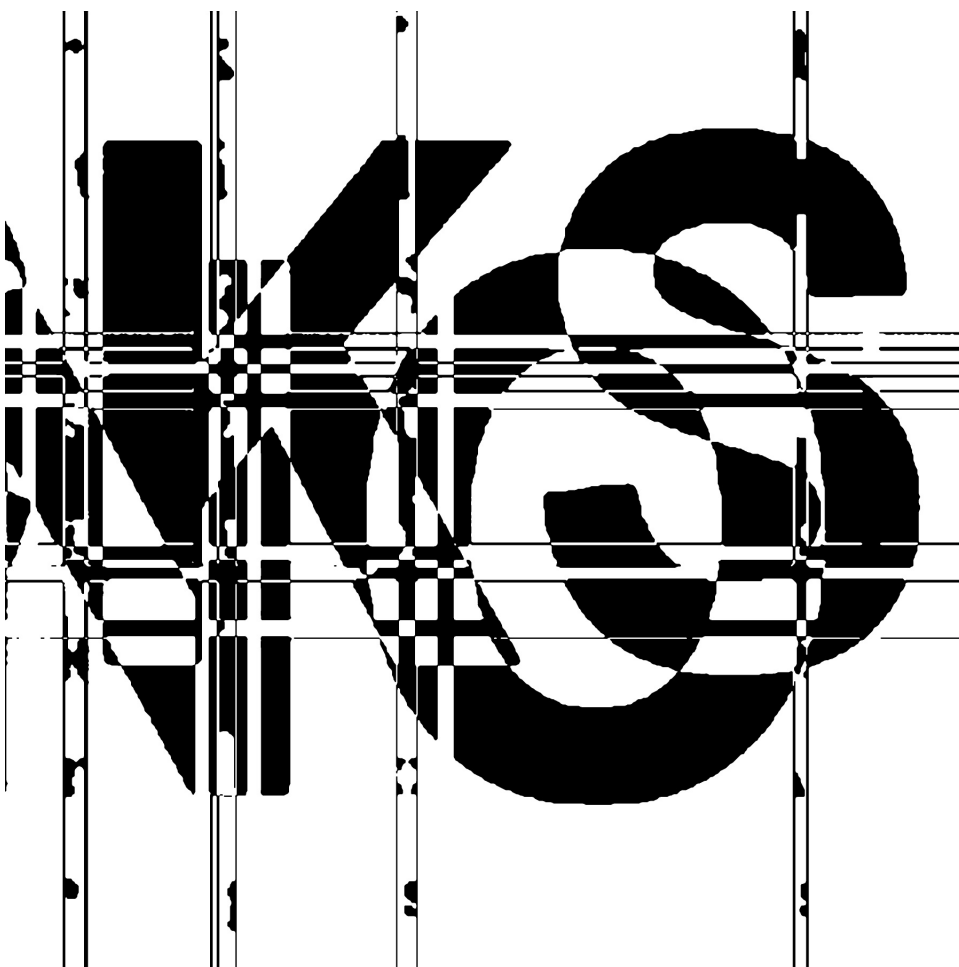
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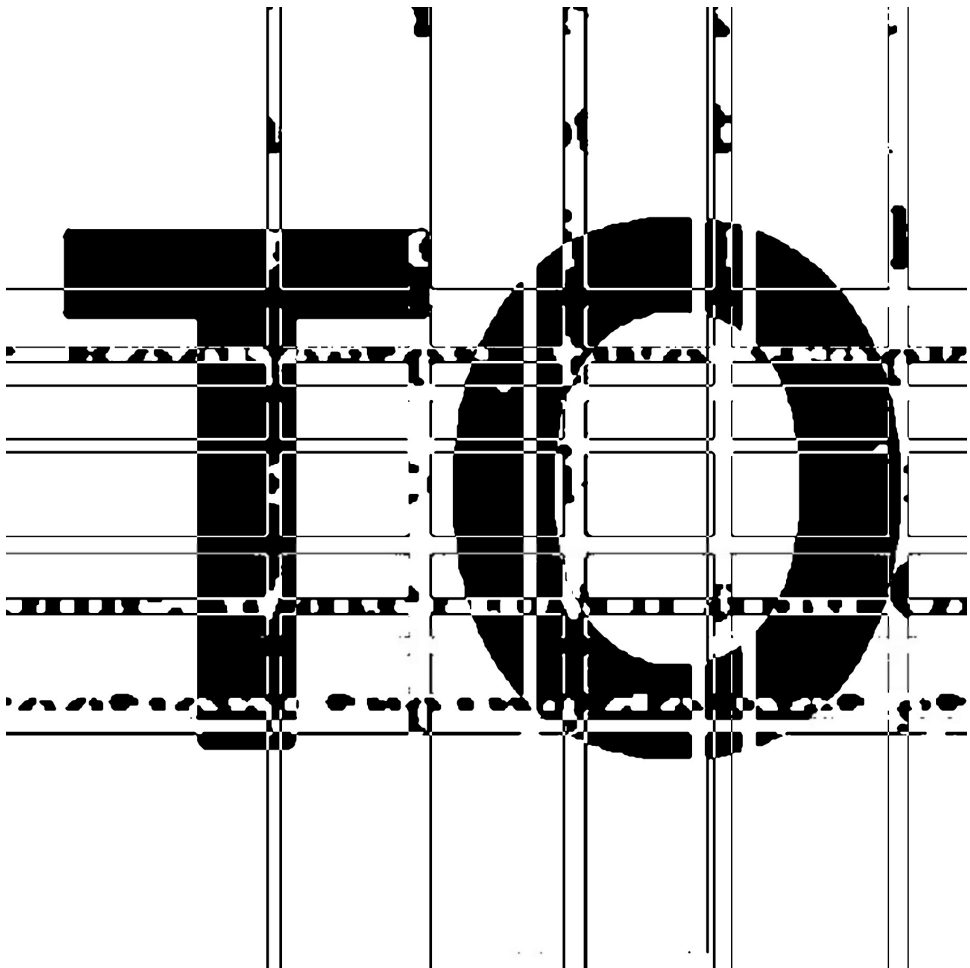
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interlocking system is used as a protection: trains do not stop. At Salina, one

a protection: trains do not stop. At Norman, two tracks in the main road
Branch: interlocking system is used as a protection: trains do not stop. At Sy-
cumar station, three tracks of the Denver, Webster and Minneapolis Railroad
interlocking system is used as a protection: trains do not stop.

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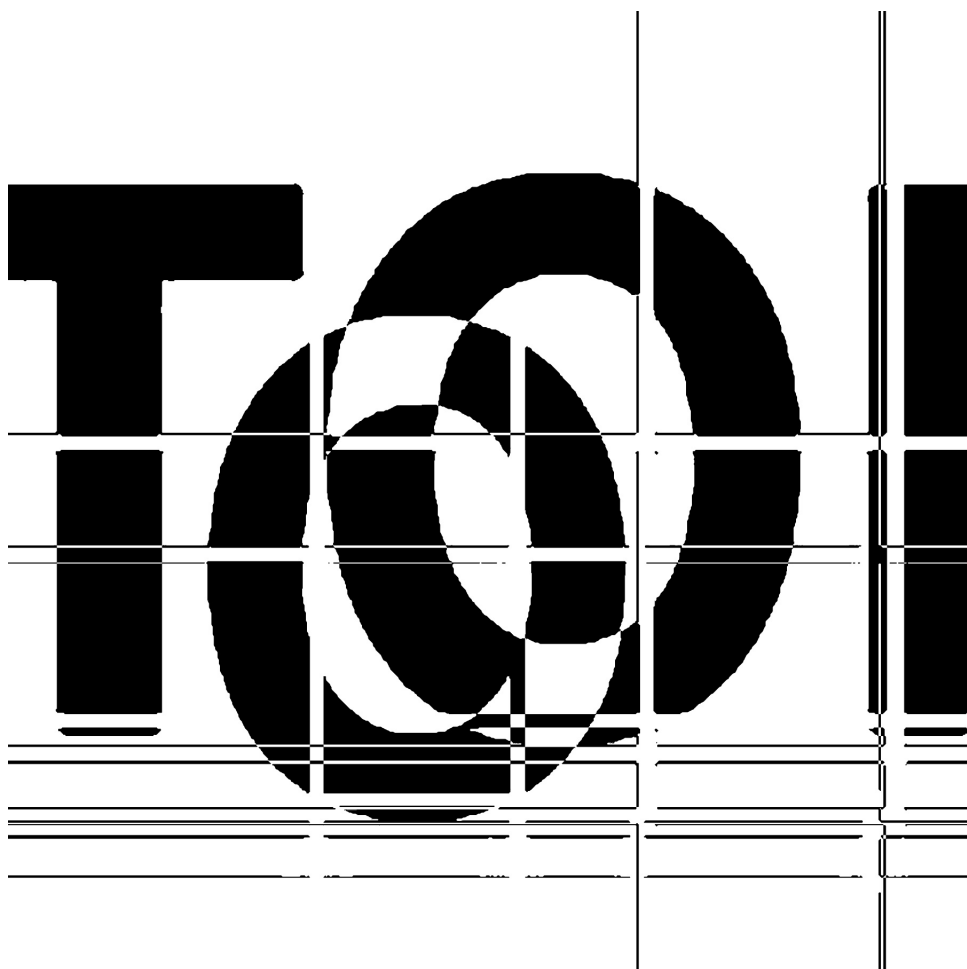


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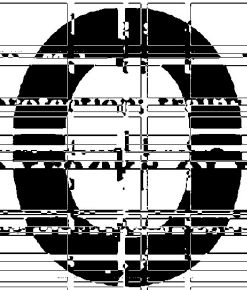
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Syracuse: one track of the Auburn Road Branch interlocking system is used as
Memphis interlocking system is used as a protection; trains do not stop at Su-

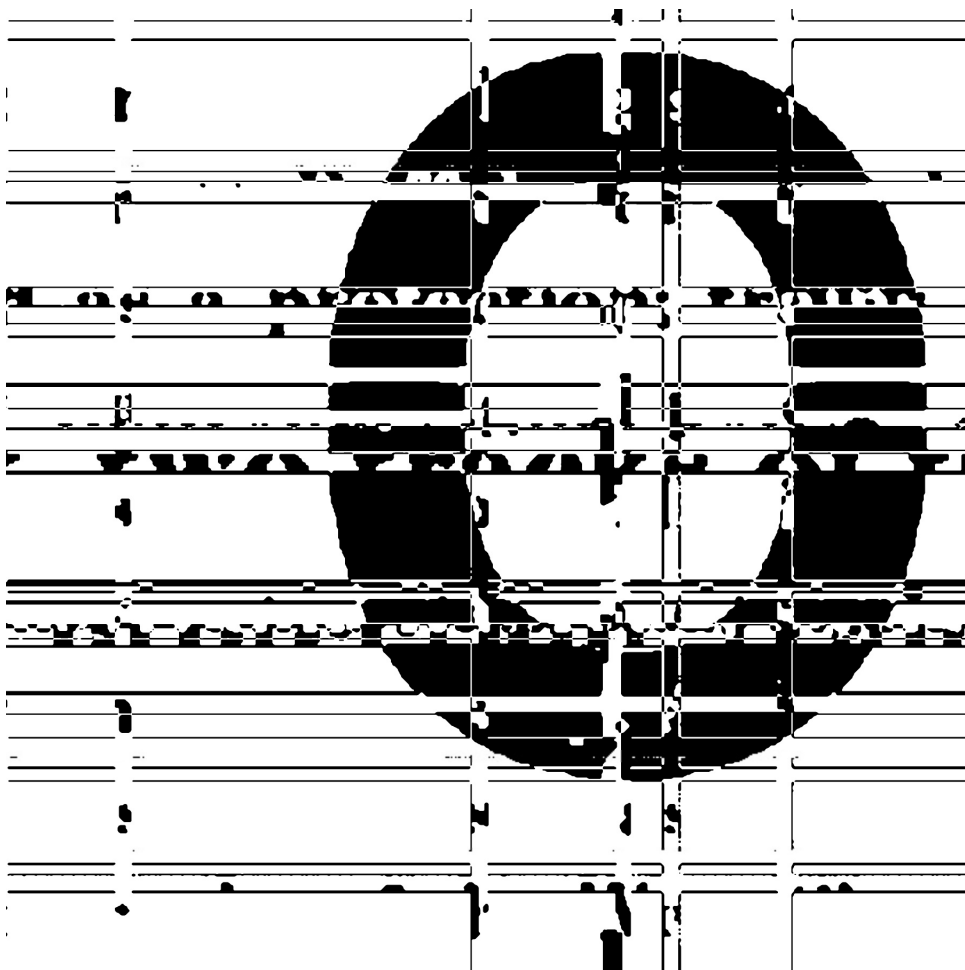
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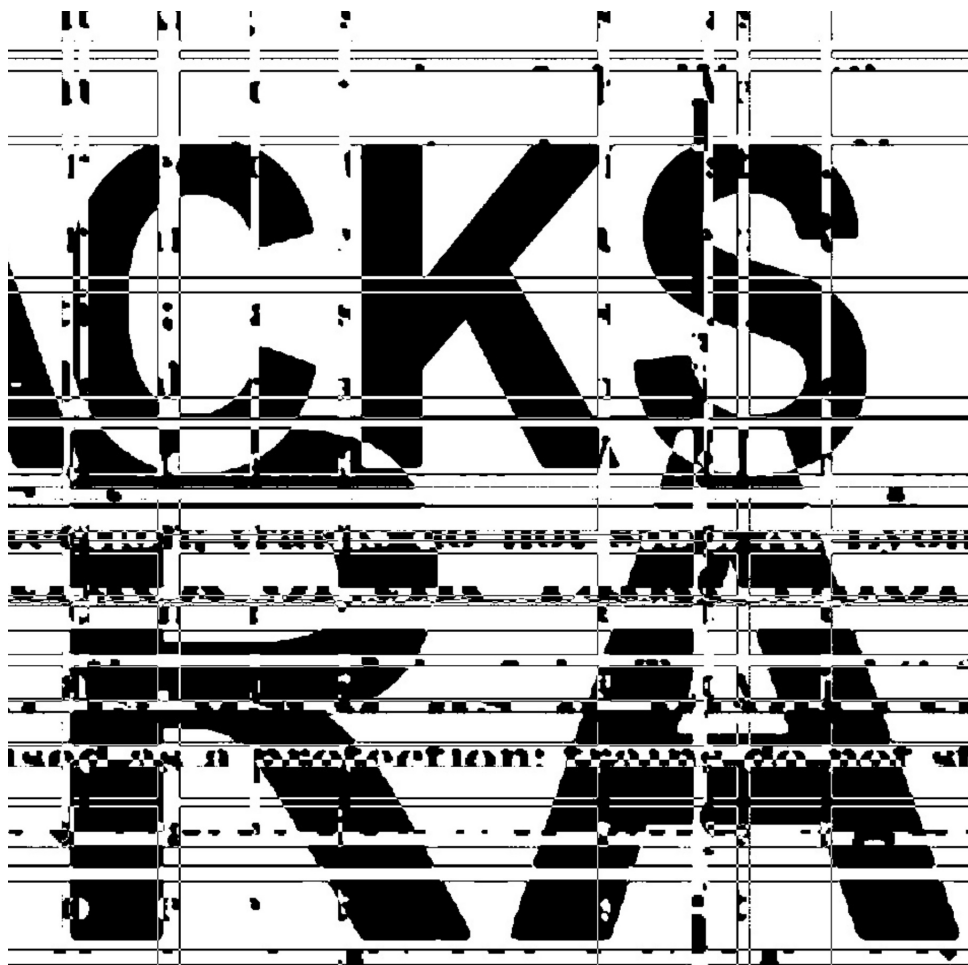
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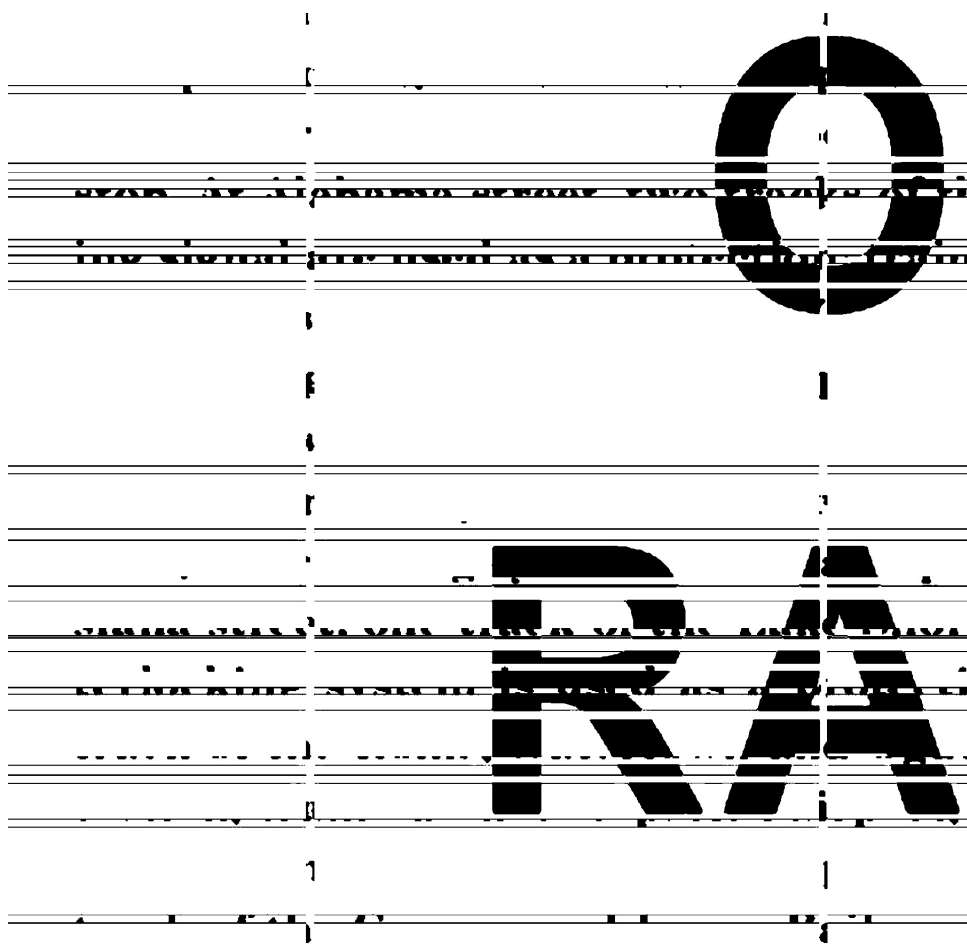
TASKS

tection: trains do not stop. At Fairport, one track of the West Shore Railroad; interlocking system is used as a protection; trains do not stop. At Lyons, one track of the Lyons and Lyons Railroad; interlocking system is used as a pro-

tection: trains do not stop. At Lyons, one track of the Lyons and Lyons Railroad; interlocking system is used as a pro-







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tection: trains do not stop. At Fairport, one track
interlocking system is used as a protection; traf
track of the main line and by one track only, the tra
branch: interlocking system is used as a protect

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tection: trains do not stop. At Fairport, one track

interlocking system is used as a protection; tra

track of the center and side tracks, interlo

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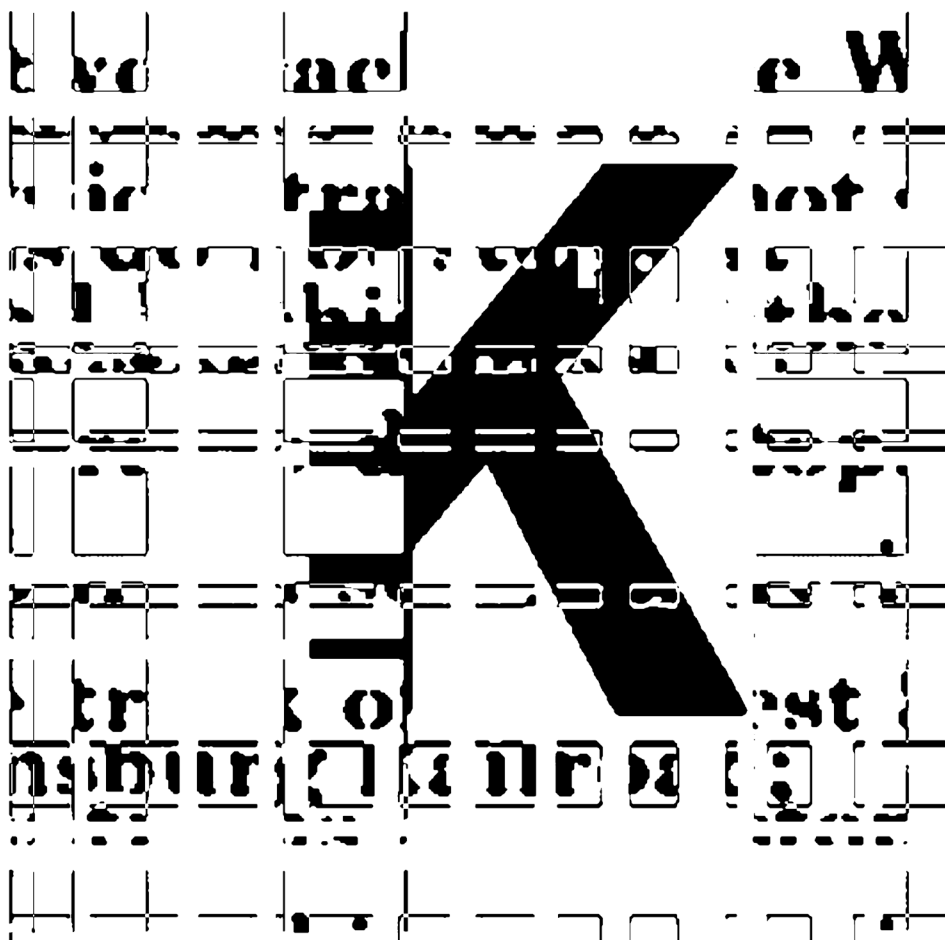
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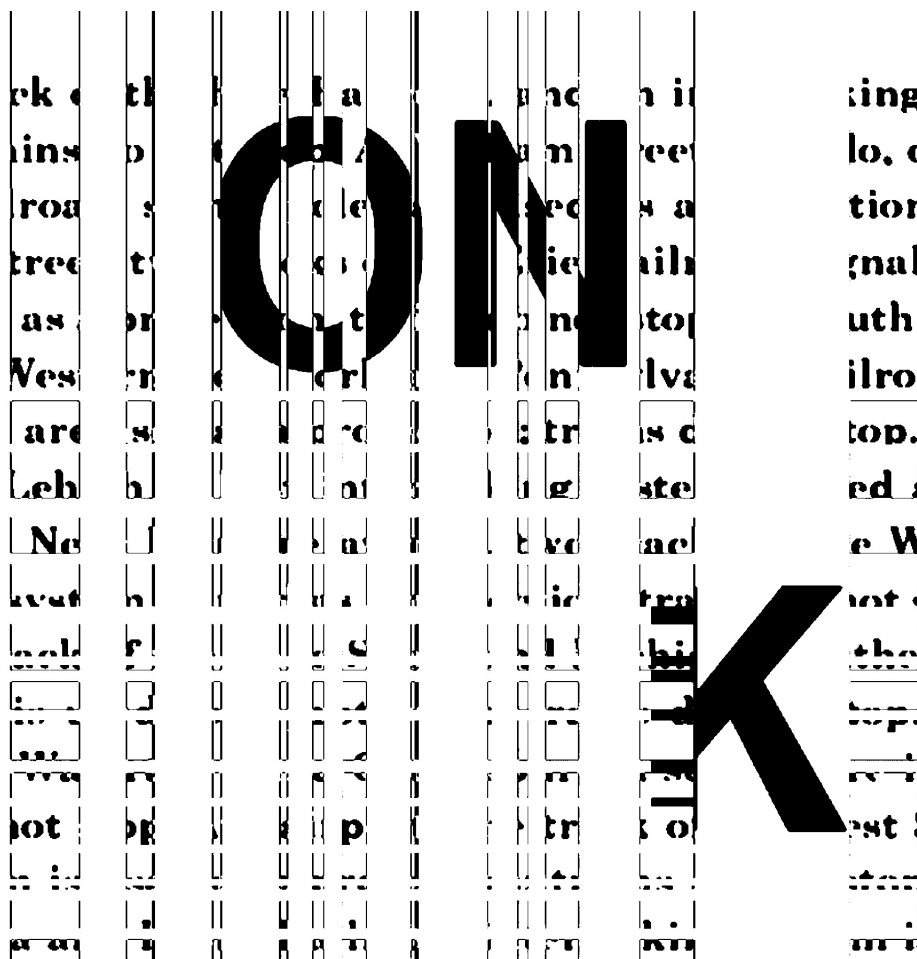
The diagram illustrates the 2019-2020 fiscal year budget structure. It begins with a total of 1,000,000,000 and branches out into various categories and sub-items, including:

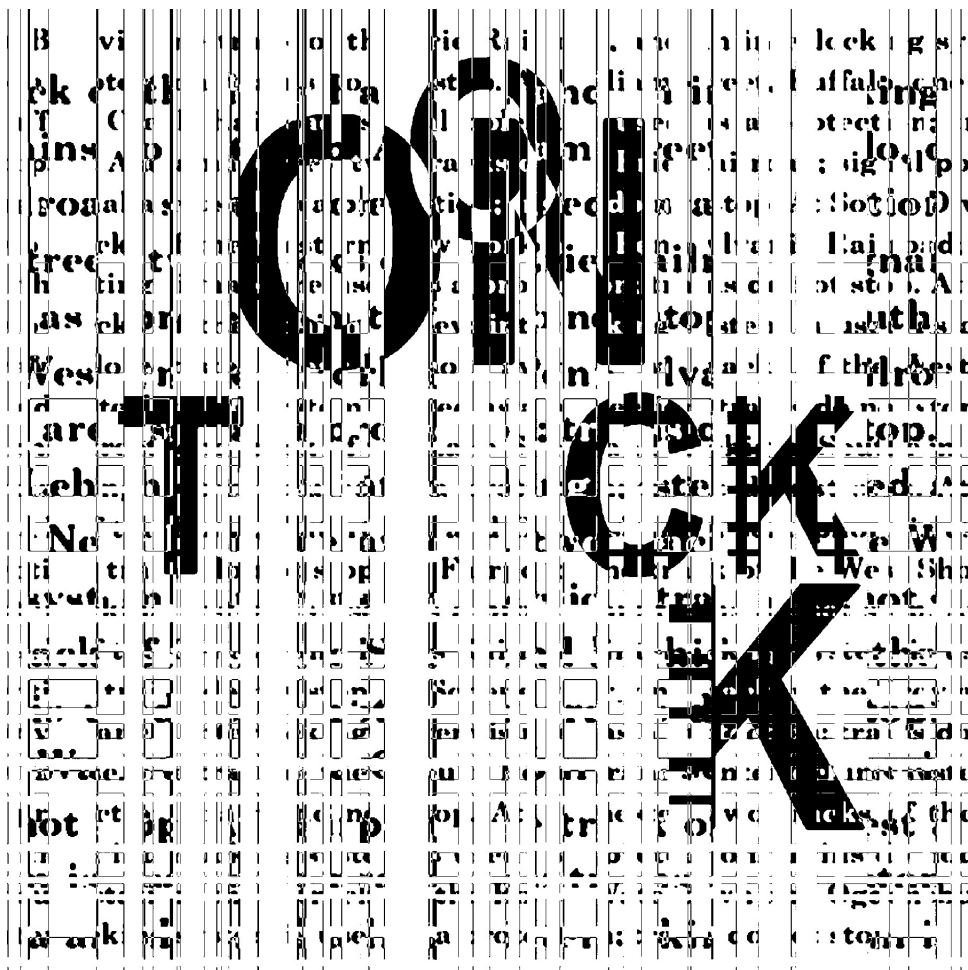
- General Fund: 1,000,000,000
 - Operating: 1,000,000,000
 - Salaries: 1,000,000,000
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 - Repairs: 1,000,000,000
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 - Other: 1,000,000,000
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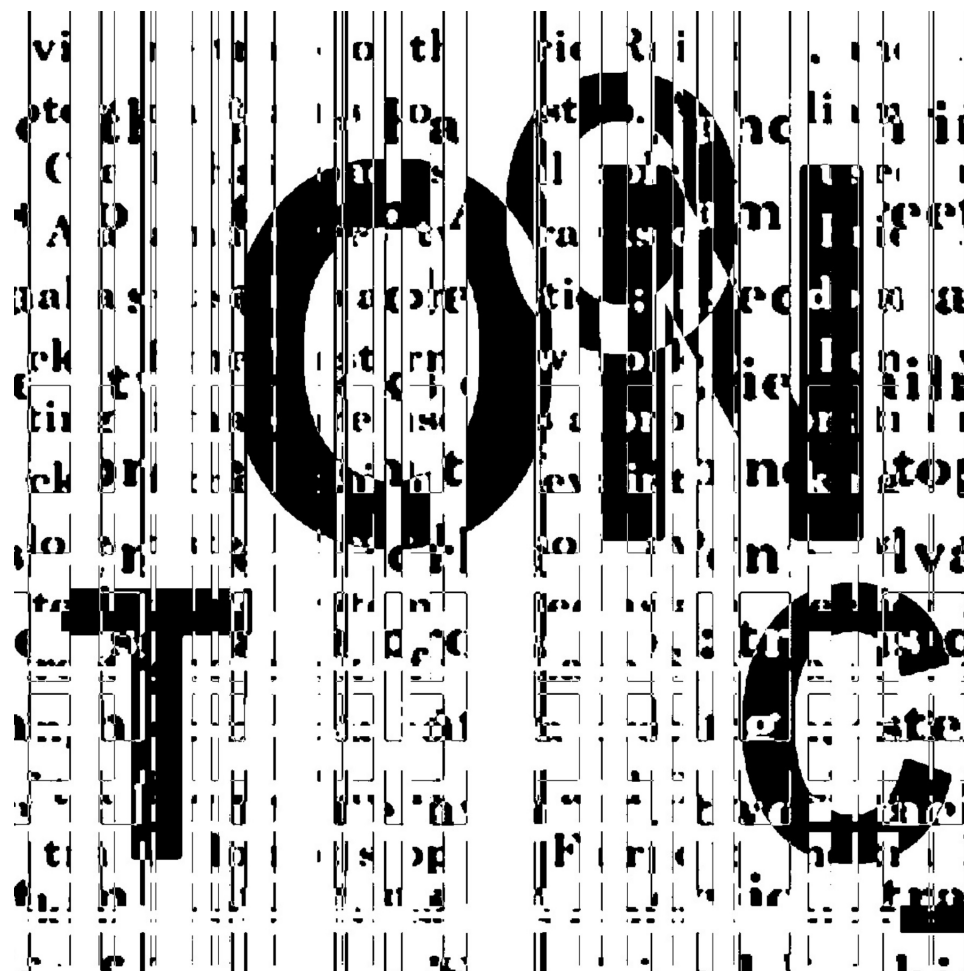
The diagram continues to show further breakdowns for each category, providing a detailed view of the budget's composition.

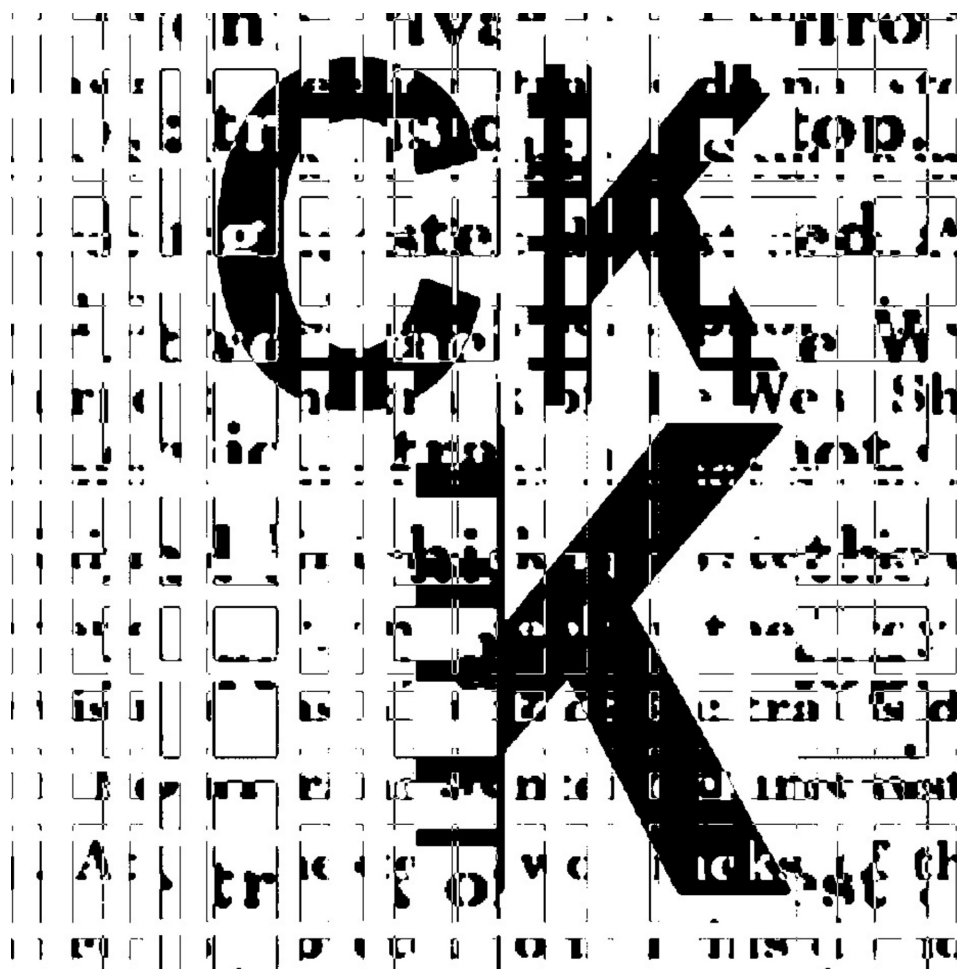
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the end of the Rome, Watertown and Ogdensburg. When the lights are out, the

city of Rome is receiving signals from the city of

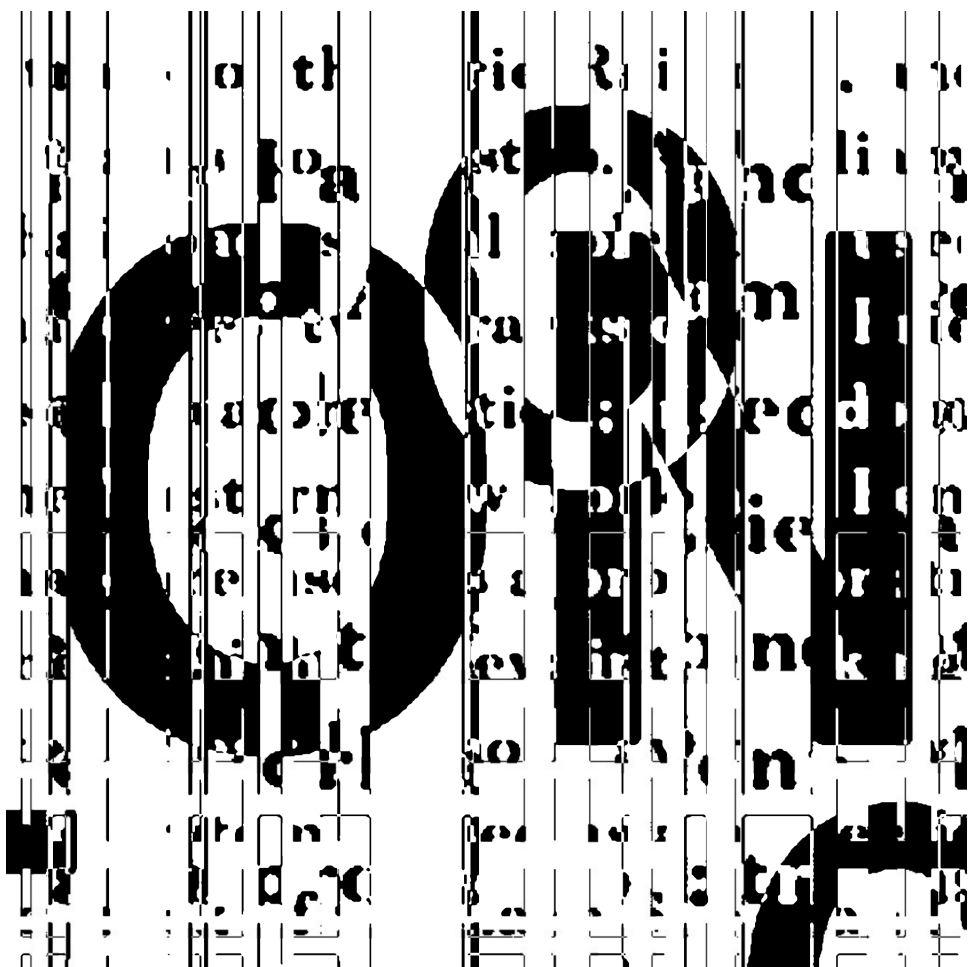
the city of Rome, three tracks of the Rome, Watertown and Ogdensburg. When the lights are out, the

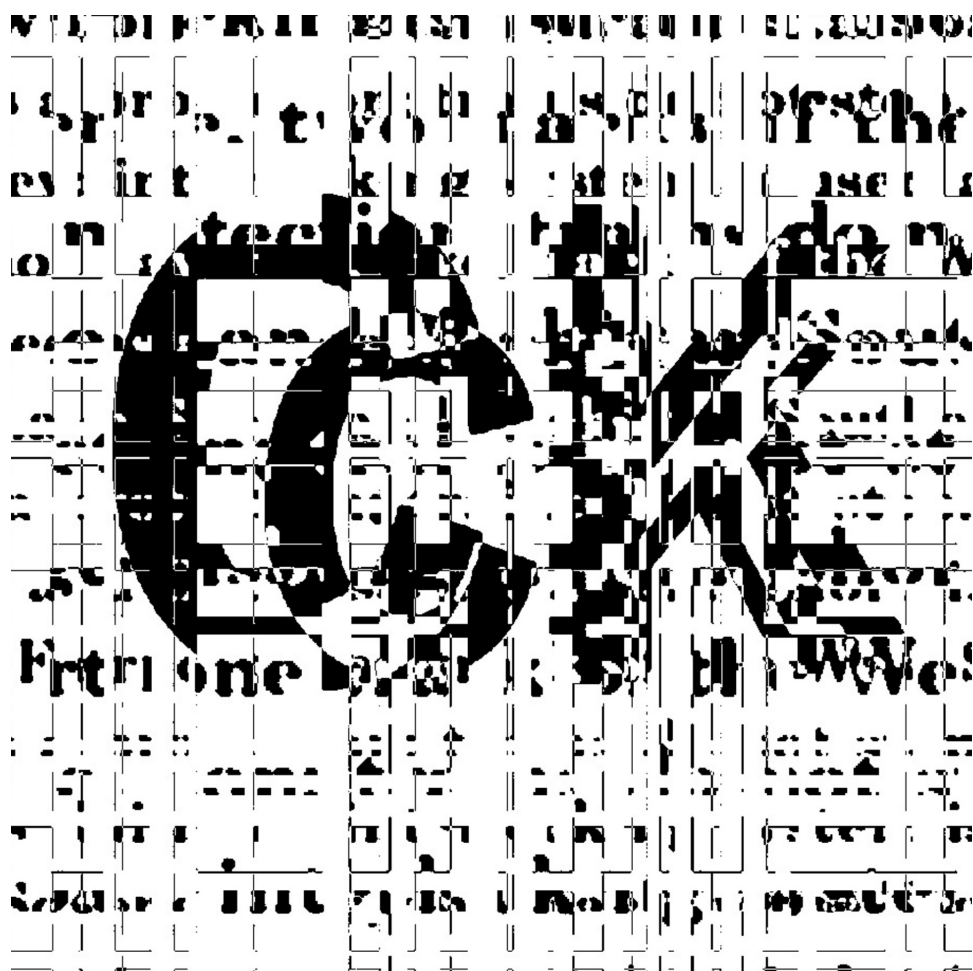
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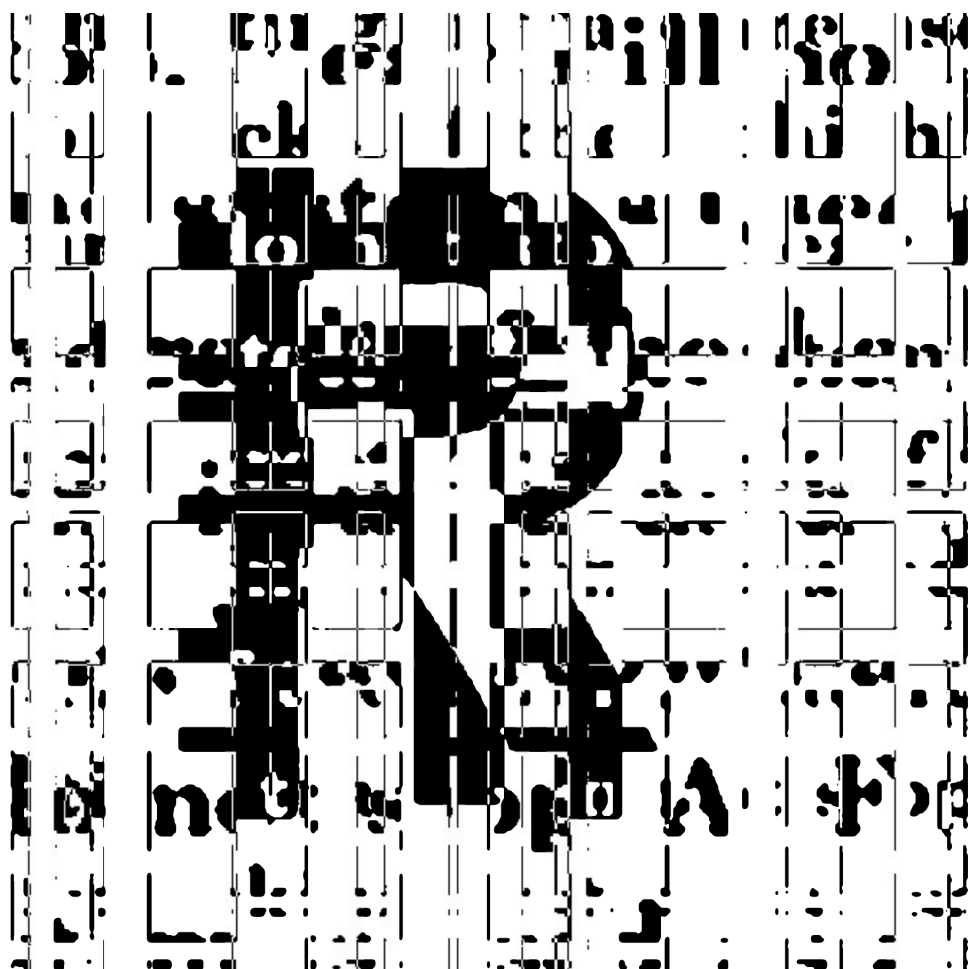
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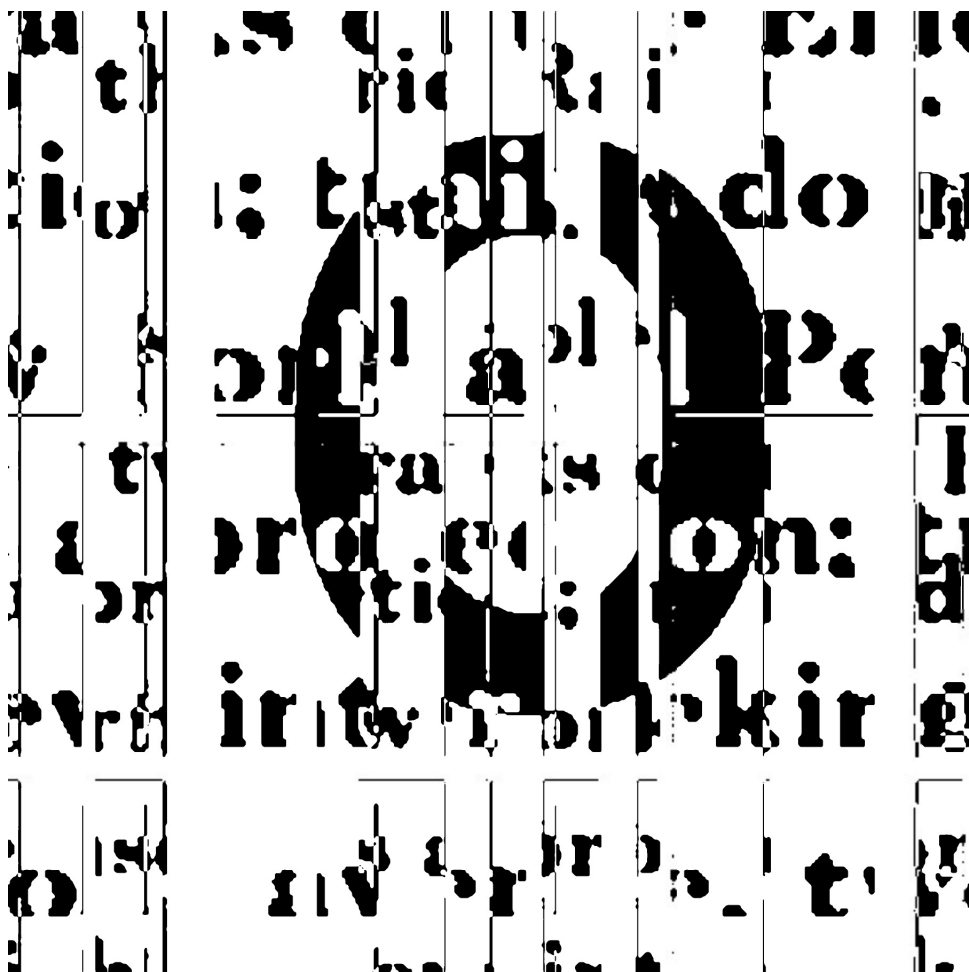
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The first time I saw a person with a prosthetic arm, I was struck by the ingenuity of the design. It was a simple, functional device that allowed the user to perform basic tasks. I was fascinated by the way the device was integrated into the user's life, and I began to think about the possibilities of prosthetic technology.



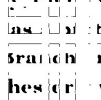
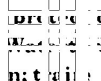

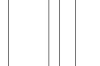




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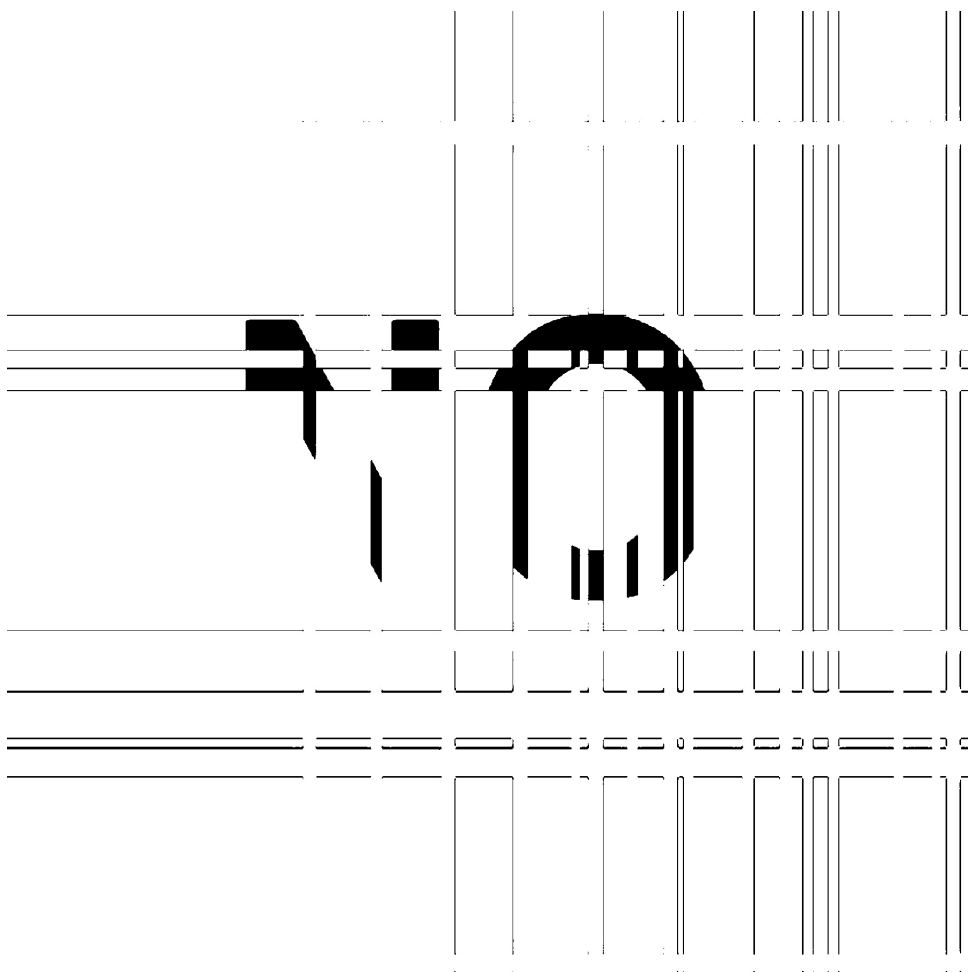
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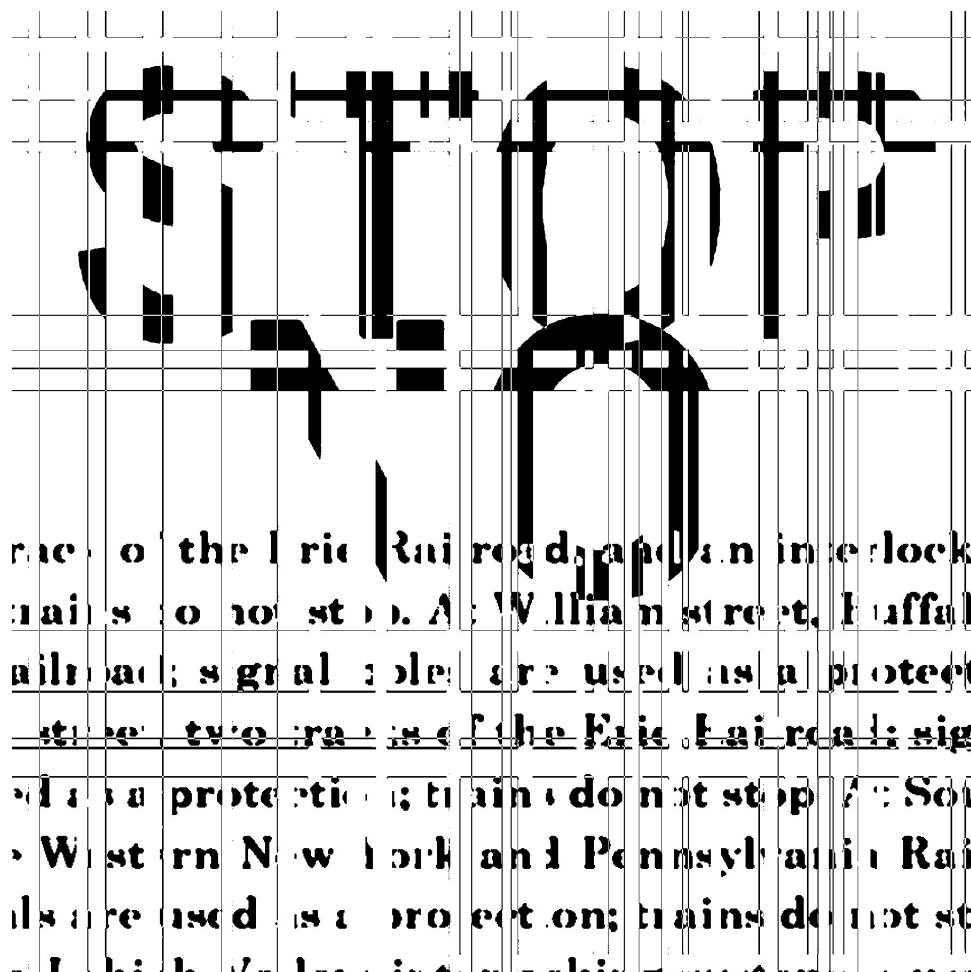
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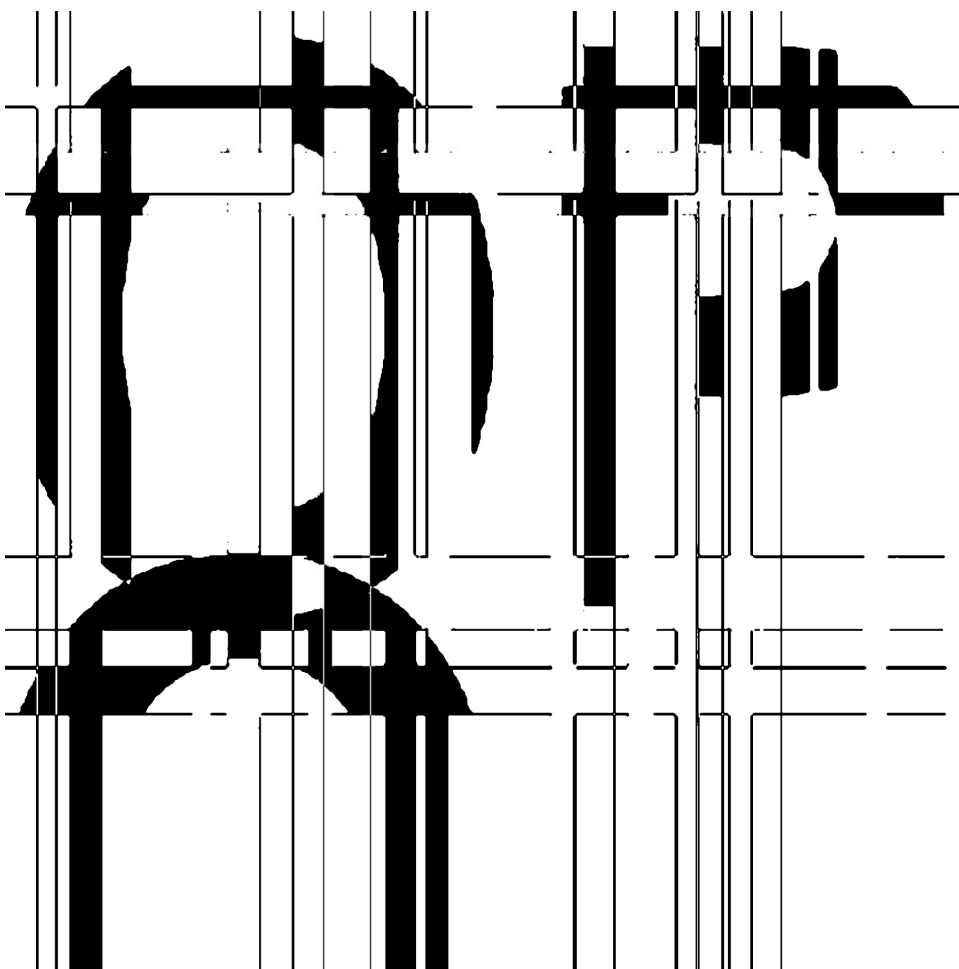
1. and a time lock	g system is used
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3. used as a protect	n; train do not
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8. sking system is use	as a protect on-
9. s two tracks of the	West Shore Railr-
10. ted line; they do no	ston. Near Lami-
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24. n; train do not stop	

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ence of the Erie Railroad, and an interlock
trains do not stop. At William street, Buffalo
railroad; signal poles are used as a protect
between two tracks of the Erie Railroad; sig
ed as a protection; trains do not stop. At Sou
Western New York and Pennsylvania Rai
ls are used as a protection; trains do not st
at William street, Buffalo.





At Mayview, one track of the Erie Railroad, an interlocking system is used as a protection; trains do not stop. At Union Street, two tracks of the Erie Railroad, an interlocking system is used as a protection; trains do not stop. At Alabama Street, two tracks of the Erie Railroad, signal poles with the following signal are used as a protection; trains do not stop. At South Division Street,

with timing signals are used as a protection; trains do not stop. At North Street,

two tracks of the Erie Railroad, an interlocking system is used as a protection; trains do not stop. Near Lake Street, an interlocking system is used as a protection; trains do not stop. Near Lake Street,

an interlocking system is used as a protection; trains do not stop. At Alameda, an interlocking system is used as a protection; trains do not stop. At Fairport, one track of the West Shore Railroad, an interlocking system is used as a protection; trains do not stop. At Fairport, one track of the Geneva and Lyons Railroad, an interlocking system is used as a protection; trains do not stop.

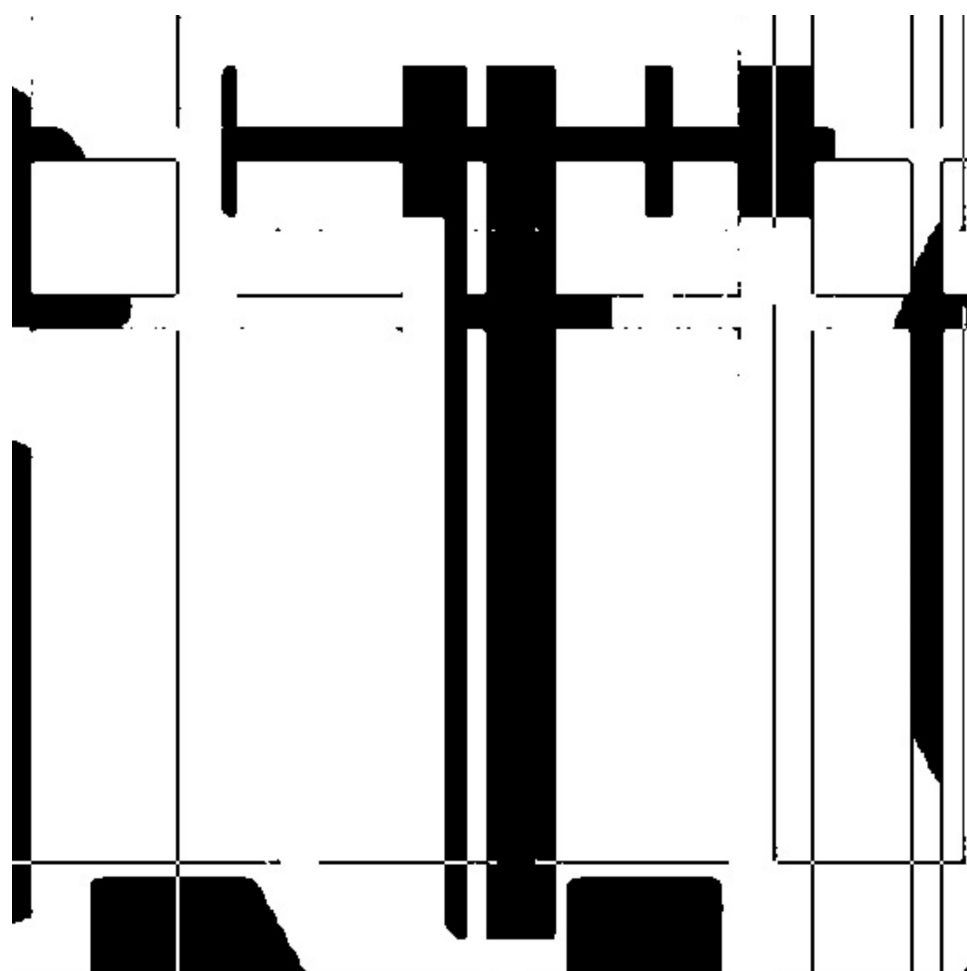
At Fairport, one track of the Geneva and Lyons Railroad, an interlocking system is used as a protection; trains do not stop. At Fairport, one track of the Geneva and Lyons Railroad, an interlocking system is used as a protection; trains do not stop.

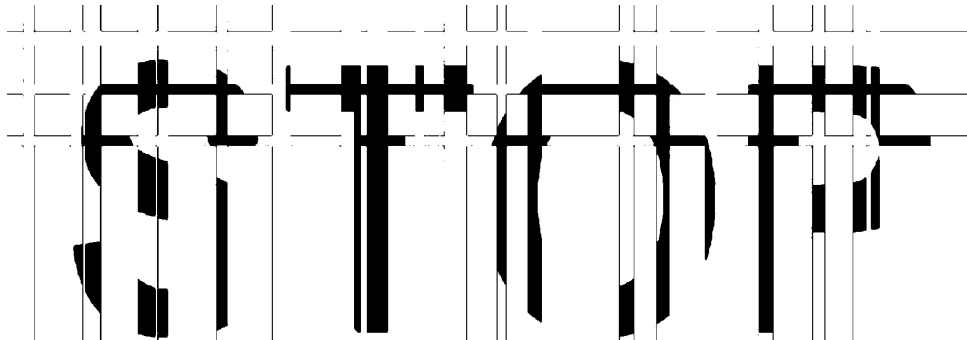
At Fairport, one track of the Geneva and Lyons Railroad, an interlocking system is used as a protection; trains do not stop. At Fairport, one track of the Geneva and Lyons Railroad, an interlocking system is used as a protection; trains do not stop.

At Fairport, one track of the Geneva and Lyons Railroad, an interlocking system is used as a protection; trains do not stop. At Fairport, one track of the Geneva and Lyons Railroad, an interlocking system is used as a protection; trains do not stop.

STOPS

At Batavia one track of the Erie Railroad, and an interlocking system is used as a protection; trains do not stop. At William street, Buffalo, one track of the Buffalo Creek Railroad; signal poles are used as a protection; trains do not stop. At Alabama street, two tracks of the Erie Railroad; signal poles with tilting signals are used as a protection; trains do not stop. At South Division street, two tracks of the Western New York and Pennsylvania Railroad; signal poles with tilting signals are used as a protection; trains do not stop. At Scott street, two tracks of the Lehigh Valley; interlocking system is used as a protection; trains do not stop. Near Hill no. 4 avenue, two tracks of the West Shore Railroad; interlocking system is used as a protection; trains do not stop. Near Louisiana street, one track of the Lake Shore and Michigan Southern Railroad; interlocking system is used as a protection; trains do not stop. At Buffalo, one track of the Erie Railroad; signal poles with tilting signals are used as a protection; trains do not stop. At Fairport, one track of the West Shore Railroad; interlocking system is used as a protection; trains do not stop. At Lyons, one track of the Geneva and Lyons Railroad; interlocking system is used as a protection; trains do not stop. At Seneca, one track of the Cayuga and Seneca County Branch; interlocking system is used as a protection; trains do not stop. At Syracuse, one track of the Auburn Road Branch; interlocking system is used as a protection; trains do not stop. At Rochester, two tracks of the Falls Road Branch; interlocking system is used as a protection; trains do not stop. At Syracuse station, three tracks of the Cayuga and Seneca County Branch; interlocking system is used as a protection; trains do not stop.





ence of the Erie Railroad, and an interlock
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at William street, Buffalo railroad; signal

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; trains do not stop. At Fairport, a
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of the Pennsylvania Railroad and
trains do not stop. At Fairport
track of the West Shore Railroad
stopping passenger trains. At Fairport
of the Geneva and Lyons Railroad; interlocking
system is used as a protection; trains do not stop. At
two tracks of the Troy and Schenectady
ranch; interlocking system is used as
a protection; trains do not stop. At
one track of the Auburn Road B.

At Batavia one track of the Erie Railroad, and an interlocking system is used as a protection; trains do not stop. At William street, Buffalo, one track of the Buffalo Creek Railroad; signal poles are used as a protection; trains do not stop. At Alabama street, two tracks of the Erie Railroad; signal poles with tilting signal are used as a protection; trains do not stop. At South Division street, two tracks of the Western New York and Pennsylvania Railroad; signal poles with tilting signals are used as a protection; trains do not stop. At Scott street, two tracks of the Lehigh Valley; interlocking system is used as a protection; trains do not stop. Near Fillmore avenue, two tracks of the West Shore Railroad; interlocking system is used as a protection; trains do not stop. Near Louisiana street, one track of the West Shore and Michigan Southern Railroad; interlocking system is used as a protection; trains do not stop. At Salina, one track of the Home, Watertown and Ogdensburg; a semaphore is used as a protection; trains do not stop. At Fairport, one track of the West Shore Railroad; interlocking system is used as a protection; trains do not stop. At Lyons, one track of the Geneva and Lyons Railroad; interlocking system is used as a protection; trains do not stop. At Salamanca, one track of the Tully and Schoharie Branch; interlocking system is used as a protection; trains do not stop. At Syracuse, one track of the Auburn Road Branch; interlocking system is used as a protection; trains do not stop. At Rochester, two tracks of the Falls Road Branch; interlocking system is used as a protection; trains do not stop. At Syracuse station, three tracks of the Home, Watertown and Ogdensburg Railroad; interlocking system is used as a protection; trains do not stop.

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At Batavia one track of the Erie Railroad, and an interlocking system is used as a protection; trains do not stop. At William street, Buffalo, one track of the Buffalo Creek Railroad; signal poles are used as a protection; trains do not stop. At Alabama street, two tracks of the Erie Railroad; signal poles with tilting signal are used as a protection; trains do not stop. At South Division street, two tracks of the Western New York and Pennsylvania Railroad; signal poles with tilting signals are used as a protection; trains do not stop. At Scott street, two tracks of the Lehigh Valley; interlocking system is used as a protection; trains do not stop. Near Fillmore avenue, two tracks of the West Shore Railroad; interlocking system is used as a protection; trains do not stop. Near Louisiana street, one track of the Lake Shore and Michigan Southern Railroad; interlocking system is used as a protection; trains do not stop. At Salina, one track of the Rome, Watertown and Ogdensburg; a semaphore is used as a protection; trains do not stop. At Fairport, one track of the West Shore Railroad; interlocking system is used as a protection; trains do not stop. At Lyons, one track of the Geneva and Lyons Railroad; interlocking system is used as a protection; trains do not stop. At Schenectady, one track of the Troy and Schenectady Branch; interlocking system is used as a protection; trains do not stop. At Syracuse, one track of the Auburn Road Branch; interlocking system is used as a protection; trains do not stop. At Rochester, two tracks of the Falls Road Branch; interlocking system is used as a protection; trains do not stop. At Syracuse station, three tracks of the Rome, Watertown and Ogdensburg Railroad; interlocking system is used as a protection; trains do not stop.

Acknowledgments

This sequence is based on Regulatory Sign R8-8 from the *Manual on Uniform Traffic Control Devices* (MUTCD), published by the USDOT Federal Highway Administration. I have also used text from the *Sixteenth Annual Report of the Board of Railroad Commissioners of the State of New York, for the Year 1898*.

Excerpts have appeared in *Utsanga*, *Eratio Poetry Journal*, and *Out of Nowhere*.

Special thanks to Joakim Norling, Robin Tomens, Toni Hanner, John M. Bennett, and C. Mehrl Bennett for helping or supporting this project, in one way or another.

And very special thanks to my wife and best friend, Lori.

